THE MAYOR URGED TO ACT.

RAPID TRANSIT BOARD WANTS ITS FORM OF CONTRACT APPROVED.

ASKS THAT THE CORPORATION COUNSEL RENDER AN OPINION, SO THAT THE

INCREASED DEBT-INCURRING CA-

Mayor Van Wyck has placed himself on rec ground rapid transit railroad, and, in fact, on Friday assured a delegation of representatives of labor interests which waited upon him that the work of building the road would be begun before his term of office ended. Relying probably upon the good faith of the Mayor's promise, Rapid Transit Commissioners have addressed a memorial to him, pointing out how he may give practical effect to his apparent desire to help forward the tunnel project by removing at least one obstacle by which the Tammany administration has impeded the progress of the

Under the provisions of the rapid-transit statute it is obligatory on the part of the Commissioners to obtain the approval of the Corporaconstruction and leasing of the road before that contract can be put up for bidding. Over a year ago, in conformity with the legal requirements, the Board submitted to the Corporation Counsel the form of contract that had been drawn up. The Commissioners requested that contract and return it to them as soon sible with his approval or with such sugmight deem advisable. Thirteen months have elapsed without the Board receiving any in- as is arson, for instance, and as scarce. prove it. It is well understood that this inaction is the outcome of premeditation and of the policy which Tammany has pursued toward the Rapid Transit Commission. This official the new assessment of realty in the city and the November to separate the city debt from the will permit the building of the rapid-transit road without interfering with any other necessary improvement. ACTION DEMANDED.

In view of the possible early increased debtincurring capacity of the city, the Commissioners urge upon the Mayor the importance of the of contract being settled upon, so that, upon the completion of the reassessment the advertising of the contract may begin, and rapid transit construction may be undertaken with the least possible delay. The Commissioners for the completion of these preliminary details, in order to obviate the possibility of any postponement of the underground project because It is plainly put to the Mayor that no contracts ought to be made by the city tending to exhaust or diminish the extent of the city's debtraising power until after the rapid transit contract is made, or until after a reasonable opportunity has been given to make such a con

Mayor to stimulate the Corporation Counsel to action on the matter of the contract, so that there may be no further delay when the city is in a position to undertake the work of excavat-

The Commissioners draw attention to the fact that the so-called tunnel act recently amended stituted between the Metropolitan Street Railway Company and the Brooklyn Rapid Transit, and that among other developments of such a tunnel will be making Montauk Point the land the steamship passengers at Montauk Point, and to bring them over the Long Island Railroad, through the proposed tunnel to a central point in this city. This scheme of making Montauk Point a starting-place for European steamers is an old project of the Long Island suggestion. And, again, while there is no doubt, as The Tribune has frequently asserted, an ultimate combination of the passenger-carrying roads of New York and Brooklyn will be perfected, there is no immediate prospect of any alliance between the Metropolitan and the

THE BOARD'S MEMORIAL.

Transit Board is as follows:

Transit Board is as follows:

The Board of Rapid Transit Railroad Commissioners of the City of New-York respectfully bers to submit this inquiry concerning the extent to which the municipal authorities will feel able to promote construction by the city of the proposed rapid transit road. Its routes extend from the City Hail and Brooklyn Bridge northerly along Centre and Elm sts. and Fourth-ave. to Porty-second-st, thence under Forty-second-st to Broadway, thence under Broadway to One-hundred-and-fourth-sts., the routes there dividing, one continuing to and along the east side to Bronx Park, and the other continuing under Broadway to Kingshridge.

These routes and the plan of construction of the railroad were prescribed by this Board on February 4, 1887. They were approved by the Mayor and Common Council on March 25, 1887, by the Park gloner for the Twenty-third and Twenty-fourth wards on April 12, 1897, and by the commissioner for the Twenty-third and after prolonged litigation, they were approved by the Appellate Division by its order made on April 8, 1888. The routes and plans have, apart from such official and judicial adoption, received general and practically unanimous public approval. In the proposal recently made by the Metropolitan Street Railway Company they were adopted almost in their entirety as practically the best routes and plan which, in the Judgment of that company, were available, even if construction were to be by private capital. The Board, without any delay, after securing the necessary approvals, prepared the form of contract for construction and leasing of the road in conformity with the rapid-transit statute, the vote of the people and the provisions of the order of the Appellate Division. Pursuant to Section 13 of the Appellate Division in the proposal or disapproval.

ved from him, whether of approval or disap

received from him, whether of approval or disapproval.

Early in the present year the Board submitted to the Legislature a bill designed to give the Board the power, if municipal construction should not be practicable, to resort to private capital. This bill was, however, materially and even seriously amended, and in its amended form it has not been accepted by the city. The result is that the rapid-tratist road must be built by the city if it is to be built at all. The so-called tunnel act, even as recently amended, is plainly ineffectual for the purpose, for several sufficient reasons, and, among others, that any complete rapid-transit road must necessarily emerge to the surface at several points in the horoughs of Manhattan and The Bronx, and be built as a viaduct.

The present rapid-transit law, although in some respects susceptible of improvement, is nevertheless entirely adequate for municipal construction, provided the municipal authorities will co-operate with this Board. In prescribing the routes and

IF I HAD YOUR TEETH
I would use Bensolyptus Tooth Powder to clean
them. It is perfection. All druggists.—Advt.

New-Work

DEVERY SHOWS HOW EASY IT IS WHEN RUMORS OF A CONFLICT BETWEEN THE HE WANTS TO.

CONCERT HALLS RESTRICTED IN THEIR "SACRED" CONCERT PERFORMANCES -DRINKING PLACES KEPT

WITHIN THE LAW.

It seems to be the fate of Tammany Hall that whenever that organization does take a spasm of the utter dishonesty of the plea offered by such police chiefs as Devery that it is a physical impossibility to have the laws respected. Devery only gave one twist, or at most a twist and a and to Yonkers, sold liquor with impunity, allowed any performer to appear in other than ordinary street costume, or had anything on the programme but music, vocal or instru-

One bold man, Maurice Stack, who keeps a concert hall at No. 18 West-st., relying upon the fact that he is a Tammany politician of weight in his district, tested the power of his "pull" and served drinks with his music. Two men who had ordered beer and another who had ordered Mr. Stack from the scene of alleged revelry to the Church-st, police station. Two were detectives; the third was Captain Westervelt's own ward man, Beesley. Another arrest was made for the same reason at Aschauer's Conthe ease with which the police suppressed, at one day's notice, all violation of the same Sunday law which one week ago was being almost wholly ignored, could doubt that if they wanted gertions of modification or alteration as he to, they could make ordinary gambling and poolselling as hazardous an occupation in this city

It is not intended to convey the impression here that yesterday was a Blue Sunday by any means. Raines law hotels were supplying the thirst of their customers on all sides, as the law permits. The concert halls were well attended, sightseers and amusement seekers displayed they have sent to the Mayor they point out that | hours, and in the other particulars already mentioned, in a way which, if it became the constitutional amendment to be voted upon next | rule instead of the exception would seriously diminish the revenues of Tammany by cutting

Of course, there was a lot of kicking by citizens at the laws themselves, and many remarks were heard to the effect that "if this is the law sooner it is changed the better." Many law really was, and not a few were led to indorse the remark that the best way to procure the reveal of an unpopular law is to enforce it.

For instance, the many persons who journey to Coney Island on Sundays to indulge in dancing were disappointed. At no place on the island was dancing allowed. In the concert halls, also, a change was noticed, the female performers wearing long evening dresses, instead of short ones which are worn by them on weekdays. Policemen and detectives were seen in all parts of the Bowery and the walks leading to the sea-

The change was the result of orders which were issued on Saturday by Police Commissioner York to the police captains. Captain Kenney, who is in charge of the Coney Island precinct, evidently intends to carry out the Commissioner's orders. Owners of concert and dance halls at Bath Beach, Bergen Beach and North Beach vere also compelled to obey the law

were also compelled to obey the law.

The regular Sunday crowd began to arrive at
the seashore at noon, and at 7 o'clock it was
stated that the railroads had carried more than
fifty thousand persons. The late visitors, who
make it a practice to visit the dance halls, could not understand why no music could be heard. In the concert halls the singers, from the expressions on many of their faces, were not at all pleased with their new costumes, and showed

pleased with their new costumes, and showed their displeasure in many ways.

Frankfurter men did a thriving business. In all places where intoxicating liquors were sold plates were displayed on which were pieces of bread. The latter, from its appearance, had

bread. The latter, from its appearance, had seen better days.

There were thirty-seven arrests in the city yesterday for violations of the Excise law, thirty-five in the borough of Manhattan and two in the borough of The Bronx. There were none reported from the other boroughs. On the previous Sunday there were twenty-five arrests.

| Precinct, | | Precinct. | |
|-----------------|---|----------------|----|
| Fifth | | Twenty-fourth | |
| Sixth | 4 | Twenty-fifth | |
| Ninth | 2 | Twenty-eighth | |
| Eleventh | 2 | Thirtieth | |
| Twelfth | 3 | Thirty-first | |
| Fifteenth | 2 | Thirty-second | |
| Sighteenth | | Thirty-third | |
| wentleth | | THE BROS | XX |
| wenty-first | | Thirty-sixth | |
| Twenty-second . | | Thirty seventh | |

THE MEADE RETURNS TO PONCE,

A FRESH LEAK DEVELOPS IN THE TRANSPORT

States transport Meade, formerly the Berlin, which, while leaving this port Monday night last with the 19th Infantry, struck a sunken wreck outside the harbor, which caused a serious leak, and made necessary her return here, left port last evening, but returned again this morning, a further leakage having developed during the night.

ARRIVALS FROM CUBA.

Among the passengers who arrived yesterday by the steamer Ells, from Nuevitas, Cuba, were Captains C. F. Hartmann, U. S. Signal Corps, and R. F. Duff, 8th U. S. Cavalry.

A POLISH TOWN DESTROYED BY FIRE.

TWELVE LIVES LOST AND THOUSANDS MADE

Warsaw, Russia, May 21.-The town of Porosow, in the Government of Warsaw, has been destroyed by fire. Twelve lives were lost, and three thousands people, driven from their homes, are now camping in the fields. It is believed that the fire was of incendlary origin.

MONUMENT TO CARNOT UNVEILED.

PRESIDENT LOUBET AND OTHER DISTINGUISHED

Dijon, France, May 21.-The monument to the late M. Marie François Sadi-Carnot, fourth the police interfered. President of the Third Republic of France, was unveiled here to-day in the presence of the President, M. Emile Loubet; the Premier, M. Charles Dupuy; the Minister of War, M. Camille Krantz, and other distinguished personages.

AMERICAN RIGHTS OF A PLAY.

London, May 21.-Charles Frohman, the Amerian theatrical manager, has secured the American rights of the comedy "The Tyranny of Tears," by Haddon Chambers, now being played at the Criterion Theatre by Charles Wyn.ham and his company. John Drew will be starred in the play, with which he is greatly pleased. Mr. Chambers said to-day that he expects to stage the play in person next autumn in the United States, and hopes to renew then the American friendships he formed at the time of the production of "The Piler."

The Royal Blue Line arnounces a fare of \$8.00 for the round trip from New-York to Washington and return on account of the Peace Jubilee. Tickets good going on May 22nd or 23rd, and for return within eleven days. Stations in New-York, Central RR. of New-Jersey, foot Liberty Street and South Ferry. Time between New-York and Washington five hours,—Advt.

DETROIT AND SAN JACINTO.

Washington, May 21.-There was a rumo here to-night that there had been a hostile in responsible quarters that up to 11 o'clock bocmerang, thoroughly convincing all beholders | there had been no information received in re-

PLAN OF CURRENCY REFORM.

REPUBLICAN COMMITTEE UNDERSTOOD TO HAVE AGREED ON A MEASURE-IM-PORTANT MODIFICATIONS.

Washington, May 21.-It is understood that the House Republican Caucus Committee appointed to frame a scheme of currency reform has agreed upon a measure along the following

The redemption of all obligations of the Gov-ernment in gold on demand. Greenbacks, when once redeemed for gold, to

be reissued only for gold.

Permitting National banks to issue notes to the par value of their Government bonds deposited in the Treasury, instead of 90 per cent, Permitting the minimum capital of National banks to be \$25,000, instead of \$50,000, as at

This plan is much less comprehensive than ardent advocates of general currency revision have urged, but was adopted, it was said, because harmonious agreement on it was possible, which was not the case when more radical measures were suggested.

SUICIDE OF AN EX-PAYMASTER.

LOSS OF HIS PLACE IN THE CUSTOM HOUSE PREYED ON HIS MIND.

Edward Selleck, who only two months ago ended a service of thirteen years as paymaster in the Custom House, committed suicide at 1:30 o'clock yesterday afternoon by shooting himself in the right temple in his home, on the top floor of the apartment-house at No. 332 West Eighty-

Mr. Selleck was seventy-two years old. He leaves a widow. He was born in Norwalk, Corn., and came to this city many years ago. He was a Democrat in politics. He first served es a deputy county clerk under Charles E. Loew. Later Mr. Selleck was chief cashler for Controller Edward Loew. Two months ago a Republican was put in Mr. Selleck's place in the The loss of his place worried Mr. Selleck

greatly, and his health began to break down. Frequently he lamented his loneliness and wished that he would die. Several times he asked some one to do it. "You know, mother," he said, never know." So persistent did he become lately in his plea for, poison that Mrs. Selleck in

and hid her husband's revolver.

He did not rise yesterday morning at 9:30 o'clock as he was accustomed to, but asked to o'clock as he was accustomed to, but asked to be allowed to take a little more sleep. At 1 p. m. Mrs. Selleck brought him a light luncheon and he seemed quite cheerful. She was hardly out of the room when she heard the report of the revolver. Mrs. Selleck dropped the tray of dishes and ran back. She found her husband lying unconscious on the bed, with blood pouring from the hole in his temple. Dr. T. H. Birch was called in, but Mr. Selleck was dead when he arrived.

In his service as paymaster at the Custom.

In his service as paymaster at the Custom House Mr. Selleck is said to have handled more than \$19,000,000. He often boasted that never in all the years of his service had he been short

ARRIVAL OF REINA MERCEDES.

IN SANTIAGO HARBOR, AT OLD POINT.

Newport News, Va., May 21 (Special) .- The forme was sunk near the mouth of Santiago Harbor im mediately preceding the great naval battle of July 8, 1898, in order to block the entrance of the American ships, and which was successfully raised by the Merritt Wrecking Company, arrived in Hamp-ton Roads this afternoon from Santiago, in tow of the Rescue and the L J. Merritt, two of the Merritt wrecking tugs. Accompanying the cruiser and the Merritt fleet, which carried supplies for a long voy-age, and was prepared to give assistance to either the Mercedes or the tugs in the event of an acci-

ably quick time, consuming only eight days. ships experienced splendid weather all the way. accounts for the speedy voyage of the first Spanish trophy of consequence brought back to this country. The Mercedes and her convoying party were reported last night at Hatteras at party were reported last night at Harteras at 5 o'clock, and they passed in the Virginia Capes this morning. After quarantine examination the trip from the Capes to Old Point consumed nearly two hours, and at 2:30 the big cruiser, flying an enormous American flag, anchored between the Chamberlin Hotel and this city. The trains, electric cars and steamers took large crowds to Old Point from this city, Hampton, Richmond, Norfolk and Portsmouth, and the arrival of the trophy ship was greeted by an immense throng. Many persons went out in launches and rowboats to view her closely. At 4:35 p. m. the tug Rescue, gayly decorated with flags, left the cruiser and headed for the Capes, bound for New-York. The Mercedes is badly scarred and battered above her water line, although the fresh coat of white paint lides many of the scars. All three of her masts are still standing, half-length only, and between the first and second the smokestacks are intact. United States Quarantine Officer W. G. Pettus boarded the cruiser at the Capes, and, after making an examination of her crew and the condition of the ship, decided that it would not be necessary to hold her at Fisherman's Island, the Government quarantine station. He permitted her to come to Old Point, where she will pass five days in quarantine. On Thursday the Mercedes will go to the Navy Yard at Portsmouth, where a survey will be held by a board sent from the Navy Department, and the necessary repairs to her will then be determined. o'clock, and they passed in the Virginia Capes this

CORNELL BOYS CHLEBRATE VICTORY OVER

Ithaca, May 21.—After the victory of the Cornell baseball team over the Princeton team at Ithaca yesterday the students began to celebrate the occa-sion in what they believed to be harmless ways. Bonfires were built, and a number of prominent business men of the city aided the boys. A large fire was started on the principal thoroughfare, and

unpleasant for the police. The Chief of Police then sent a call for the Fire Department, which arrived and atacked the crowd of students with streams of water. The boys made a raid on the firemen and police, and wrested a hose line from the firemen. The boys cut the hose. The police and firemen were aided by a number of townspeople, but when the students captured the hose line the others retreated down the street and attacked another fire which had been started. Here the flercest fight of the night took place, and the townspeople stacked the students with clubs or any other weapon that could be improvised.

The firemen advanced on the boys, drenching them with streams of water until they finally cleared the boys from the fires. One student was struck from behind with a stick and felled. One member of the police force was slightly injured. Several others were more or less bruised. Only one arrest was made. of water. The boys made a raid on the firemen

QUICKER TIME RETWEEN NEW-YORK AND WASHINGTON, VIA PENNSYLVANIA RAILEOAD.

With its change of schedule on May 21st, the Pennsylvania Railroad annihilated time between New-York and Washington. Take the "Congressional Limited," the finest and fastest daylight train on wheels.—Advt.

SUNDAY LAWS ENFORCED. A FIGHT WITH NICARAGUA? SPECIAL SESSION PLANS.

ATTENTION OF THE LEGISLATURE WILL BE CONCENTRATED ON FORD BILL.

THREE AMENDMENTS DESIRED BY THE GOVERNOR - LITTLE LIKELIHOOD OF

OTHER MATTERS BEING TAKEN UP-NATURE OF OPPOSITION TO AMENDMENTS

IBY TELEGRAPH TO THE TRIBUNE. Albany, May 21.-The members of the Legislature who will assemble here to-morrow to hold a special session will possess at least the advantage of having no distracting matters to attend to beyond the Ford Franchise Tax ""; and possibly a bill regarding the Bureau lections of New-York. The Rapid Transit bid seems to have been abandoned, and there is a strong probability also that no bill will be presented with regard to the Bureau of Elections, since its passage would doubtless require the reassembling of the Legislature again to pass it

over Mayor Van Wyck's veto, as he vetoed it

before. It looks as if the Legislature would be able to concentrate its entire attention upon the amendments which will be proposed to the Ford Franchise Tax bill. There have been rumors that a caucus would be called upon the proposed amendments by the Republics leaders on Tuesday morning, to bring to t' support as large a number of Republicar s possible. but it is probable that such a cus will be avoided if possible, in order . to stamp the amendments with a partise character, and make them unacceptable to D accrats, if pushed by Republicans

WHERE OPPOSITION WILL APPEAR. There may be opposition to any amendments to the bill by Senators Malby, Coggeshall, Wilis and Wilcox, all Republicans, but, on the other hand, there is no certainty that the Demo cratic opposition to the amendments already

announced will be unanimous. Senator Douglas, of Albany, for instance, will probably supthe suggested amendments giving the State Board of Tax Commissioners authority to appraise the value of the franchises affected by the bill. Senator Grady also when here was entirely non-committal with regard to the proposed amendments, and it was said that, after the Tammany Hall Senators have made a demonstration against the amendments they will probably vote for them.

Democratic opposition to the bill is chiefly or the score that the local boards of assessors in the cities, who are chiefly Democrats, should control the appraisement of the value of the franchises, and that this duty should not be conferred upon a Republican State Board of Tax will console themselves with the thought that if the Ford Franchise Tax bill should become a law the revenues of the cities will be largely increased and therefore the tax rate in the Democratic cities can be reduced, or, at least, there will be more funds at the disposal of Dam-

WHAT THE GOVERNOR WILL URGE. Governor Roosevelt is now at the Adirondack

camp of Robert H. Pruyn, of this city, north of North Creek, and he does not expect to be in Albany until to-morrow afternoon. He announced last week that to-morrow night, upon the assembling of the Legislature, he would address to it a message in the course of which he would point out the imperfections of the Ford Franchise Tax bill, now in his hands, and suggest broadly amendments to it which, in his opinion, would make it a better statute.

The Governor declares, however, that the good amended as he desires to have it amended. The three amendments which he desires

have made are, first, to deprive the local Boards of Assessors of the authority to assess the value of franchises, and to confer the authority on the State Tax Commissioners; second, that the law shall go into effect on January 1, 1900, instead of immediately; and, third, that the assessors in assessing a franchise shall take into account and make proper deductions for any sums now paid as a franchise tax.

WHEN LOCAL ASSESSMENTS MAY BE UN-FAIR.

pressed by the argument that local assessors might do an injustice in such a case as that of the Albany Street Railway Company, whose tracks run through the five cities of Albany, Rensselaer, Watervilet, Cohoes and Troy, as well as several villages.

The officials of this railroad, in a brief they have filed with the Governor, argue that the several parts of their system would be assessed done to them. Unquestionably they would pre-fer to have the State Board of Tax Commis-

fer to have the State Board of Tax Commissioners estimate the value of the entire franchise, and thus secure a uniform tax.

Governor Roosevelt is evidently going to be on
his guard this week against being deceived as
to the nature of the amendments which will be
suggested to him to the Ford bill. He has been
in correspondence, it is reported, with Professor
Seligman, of Columbia University, and Wheeler
H. Peckham, on the subject of taxation, and
doubtless he will submit the proposed amendments to the Ford bill to their criticism. The
most difficult amendment to the Ford bill to most difficult amendment to the Ford bill to frame, it is recognized, will be that one which will declare that all franchise taxes now paid by corporations in various forms shall be cred-

ited to them.

A letter was received from Speaker Nixon to-day stating that he expected to arrive here at 1:30 a. m. to-morrow. He said that his health

chances of the Ford Franchise Tax bill. Lieutenant-Governor Woodruff said the whole question had simmered down to whether twenty-six Sen-ators can be induced to vote for Governor Roosevelt's proposed amendments or not. Senator Timothy D. Sullivan says the Tammany

assessors in assessing a franchise shall take into account and make proper deductions for any sums now paid as franchise tax, but will never consent to deprive the local boards of assessors of the authority to assess the value of franchises and confer the authority on the State Tax Commisconfer the authority of sloners.

It is asserted that a request will be made to the Legislature to appropriate a sum of money to be expended on a proper representation of the State in the coming reception for Admiral Dewey.

CALLS IT VIRILE LEGISLATION.

At a meeting of the Social Reform Club at No. 45

University Place last night Edward King spoke

about the Ford Franchise Tax bill, which, he declared, was the best and most virile legislation enacted in this State in a quarter of a century.

THE REICHSTAG TO ADJOURN. CONSIDERATION OF THE MEAT INSPECTION BILL

the adoption of supplementary estimates. Consideration of the Meat Inspection bill will be postponed until next autumn.

THE "PAN-AMERICAN EXPRESS." The new fast train on the New-York Central; leave New-York 3:00 p. m., daily; arrive Buffalo 7:25, Ningara Falls 8:10, Toronto 10:50 next morning. —Advt.

PARIS HARD AND FAST ON A ROCK

AMERICAN LINER, FAR OUT OF HER COURSE, STRIKES AT NIGHT NEAR THE MANACLES.

NO LIVES LOST—UNSUCCESSFUL EFFORTS TO FLOATHER.

The American Line steamer Paris remains hard and fast on a rock near the Manacles, at the mouth of Falmouth Harbor, which she struck while going at high speed about 1 o'clock Sunday morning, on her voyage from Southampton by way of Cherbourg to New-York.

All the passengers and mails were saved.

Two unsuccessful efforts have been made to float the steamship, which has sixteen feet of water in her hold. The agents of the company are hopeful of saving her if the sea remains calm and the wind favorable.

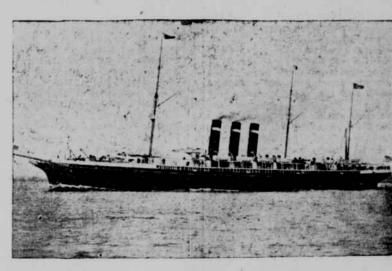
Why the vessel should have been so far out of her course is not explained, though attention is called to the mysterious and treacherous currents of the Channel, which, it is believed, caused the wreck of the Mohegan on the Manacles last October.

Falmouth May 21.—The American Line | maintained that a passenger described the scen ton and Cherbourg for New-York, struck on an outlying ridge near the Manacles early this morning at a point more than half a mile from

Point, two miles east of Coverack. The see is perfectly calm. The mails and passengers children walking in single file to boats

PRICE THREE CENTS.

could be distinguished plainly through the misty fated Mohegan could be seen near by.



THE AMERICAN LINE STEAMSHIP PARIS

were taken off and landed at Falmouth. A a warning signal to the Paris telling the cas gunboat, a torpedo-boat and three tugs are

cessful, and the vessel remained in about the

Efforts to float the Paris at high water, two

the steamer not budging an inch.

Fears are entertained that she is considerably

injured. NO DANGER FROM THE FIRST.

The Paris, which sailed from Southampton yesterday, called at Cherbourg and picked up no danger. Lifeboats and tugs were soon litbrought to Falmouth, where they obtained sengers and crew all well.

H. W. Southworth, a passenger, describing "The soundings made showed nine fathoms

of water forward and fourteen aft, but the ship rested on a flat rock, while the rocks rising on

"The officers' log determines the position of passed between the Mohegan and the shore, and changed her course in the hope of clearing the acles."

shock. The lookout shouted that there was something looming ahead, but before there was time to reverse the engines the ship had gone the life-saving station for boats.

PERFECT ORDER PREVAILED.

A majority of the passengers were not awar that an accident had happened until they were deck they found the ship's boats in perfect readiness for their reception. The sea was fect self-possession and calmness of demeanor Reichstag has been agreed to in principle, though | In accordance with the instruction of the capth. Federal Governments are still insisting upon | tain, the women and children were the first to

THE NEW PENNSYLVANIA RAILROAD FERRYBOAT "PHILADELPHIA."

BETWEEN WEST TWENTY-THIRD STREET AND JERSEY CITY.

This is the finest double-deck, quadruple propeller, steel-hull ferryboat aftoat. It rides like an ocean liner. Boats now run every fifteen minutes from each side.—Advt.

Further details of the disaster show that to all who desired them.

CAPTAIN WATKINS ROWED ASHORE Captain Watkins had his gig lowered and

to assist his ship. In the mean time rockets

engines having put her broadside on to the



CAPTAIN FREDERICK WATKINS. Of the Paris.

rocks. Happily, the sea was smooth, and there was no wind. Otherwise there would probably

The dangers of the vicinity were strikingly brought home to the passengers and crew by miserable bell buoy, which tolls almost con

stantly as though sounding a death knell. ready considerable water in t'e hold; the for any emergency. All the passengers were transferred to the tug Dragon, but beyond the o'clock, the local agents of the American Line meeting them and providing them with every care and quartering them at the various hotels

When the Paris struck, the tide was within an hour of the flood, and this proved insufficient to raise her off the rocks. Hundreds of people

The passengers are lavish in their praise of and declare that it was due to their smartness